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C O P Y

STAT

5 March 1962

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Honorable John W. McCormack
Speaker of the House of Representatives
Washington 25, D. C.

Dear Mr. Speaker:

I want to take this opportunity to express my personal appreciation for your efforts in securing an assignment of

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[redacted] Mr. [redacted] in my office, has explained to me his discussion with you in Boston last November and your telephone call to him in which you indicated the matter had been arranged as we had requested.

Making these arrangements will contribute significantly to a difficult problem. I am personally gratified that you would take time from your busy schedule to take on this additional burden.

Sincerely,

(Signed) JOHN A. McCONE

John A. McCone
Director

OGC/LC:JSW:mks(20 Feb 62)

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5 March 1962

Dear Craig:

I have read the Congressional Record of Monday, 12 February 1962, containing your remarks when you placed in the Record the Los Angeles Times editorial commenting on my appointment as Director of Central Intelligence.

Your very kind personal remarks are much appreciated. I also appreciate your bringing this editorial to the attention of members of Congress and others who read the Congressional Record.

Please accept my sincere thanks.

Sincerely,

(Signed) JOHN A. MCCONE

John A. McCone
Director

Honorable Craig Hosmer
House of Representatives
Washington 25, D. C.

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CONGRESSIONAL RECORD — APPENDIX

A1035

ously defended. It is tragic but true that this cannot be done when the conference membership is so heavily weighted in favor of the Senate.

Mr. Speaker, it almost appears that a pattern is developing. You will recall that at the time of the conference on the proposed amendments to the minimum wage law, the House only had five conferees, while the Senate had nine. At that conference the Senate provisions were almost without exception accepted and the House provisions were stricken from the bill. I cannot believe that the membership of this House wishes to have that procedure duplicated at the forthcoming conference. Therefore, Mr. Speaker, I most earnestly recommend, and urge, that this very important matter be given additional consideration and that four additional House conferees be named. I am certain all will agree that the House must have equal representation in a conference or there will be grave danger that its views will be subordinated to those of the Senate.

Mr. Speaker, my letter to the chairman follows:

HON. ADAM C. POWELL,
Chairman, Committee on Education and Labor, House of Representatives, Washington, D.C.

DEAR MR. CHAIRMAN: This is in reply to your letter dated February 8, 1962, wherein you request that I indicate who will be the two minority conferees for the forthcoming conference on the amendments to the Pension and Welfare Fund Disclosures Act.

Please be advised that Mr. GOODELL and I will be the minority conferees.

On the basis of this request, I assume that there will be only five House conferees for this important conference. As you know, Mr. Chairman, the Senate has named nine conferees, which means that again we will be badly outnumbered and at a serious disadvantage. I believe that this is both unnecessary and unfortunate for we have every right to name as many conferees as the Senate, and I am certain that the membership of the House would like to have us do just that.

Therefore, Mr. Chairman, I most earnestly recommend that the number of House conferees be increased to nine.

Just as soon as this is done, I will be very happy immediately to designate two additional minority conferees.

Sincerely yours,

CARROLL D. KEARNS,
Member of Congress.

ASSEMBLY-LINE EDUCATION

One of the most powerful and best financed pressure groups in Washington is the education lobby. Out of its offices have poured mountains of skillfully designed propaganda aimed at a single goal: Federal aid to education. A pet project of this lobby has been a program of Federal assistance to higher education, including scholarship grants to college and university students.

To win approval for this program in Washington, and to gain support for it at the grass roots, the education lobby has outdone itself in a propaganda battle designed to convince the American people that they are falling behind the Soviet Union and the rest of the world in the field of higher education.

They are constantly citing the European system of education as vastly superior to our own; particularly do they dwell upon advantages of the Soviet scheme for developing brainpower.

This not only is a distortion of the facts but is a gross insult to the intelligence of the American people. If it were not for the extremely effective, one-sided propaganda machine of the educationists, and the support which it has been able to muster among high Government officials, the whole idea would be rejected as the bunk.

Let's look, for a moment, at claims that have been made, then balance them against the other side of the story.

It is said that the Soviet Union now has 2.4 million students at 40 universities and 720 technical institutions—almost three times as many as the number in pursuit of a higher education 20 years ago. This is true.

But the propagandists who point to these figures never reveal comparable statistics for the United States.

Here we have 3.8 million students attending 2,000 colleges and universities—more than three times as many as we had 20 years ago.

With a smaller population, we are educating half again as many students in colleges and universities. It might be mentioned, too, that while the Soviet Union is plagued with an illiteracy rate of at least 10 percent of its population, the United States has almost completely wiped out illiteracy.

Comparison with Britain's educational system is equally absurd. While the British offer higher education with unique advantages to a small number of students at 26 colleges and universities, they neglect the higher education of the great mass of their young people.

The United States has, by far, the best all-around educational system in the world, and it is advancing at least as rapidly as that of any other country.

This system is the product of private, local, and State government efforts.

And yet the Kennedy administration apparently has swallowed all arguments advanced by the educationists.

Last week the President sent to Congress his proposals for Federal education aid, including a program for scholarship assistance.

On Tuesday, the Senate passed a \$2.67-billion aid bill which will provide funds for 212,500 student scholarships. The bill now goes to a conference with the House, which last week passed a \$1.5-billion aid bill for construction but no scholarship aid.

We hope the House will stick by its guns. It should be remembered that the Soviets have built their educational system around this same, basic idea. Today about 80 percent of its students in colleges and technical institutions are paid a salary.

The salary, of course, goes only to students who agree to study what the Kremlin decides they must study.

The Soviet Minister of Education boasts, "If we plan to have 3,000 law students, we won't have any more. If we figure that

140,000 engineering students are needed, 140,000 we will have." This might be regarded as a handy system, but it leaves out one important element—the right of individual choice.

Do the American people want a similar, assembly line university system which eventually turns out servants of the state? Do parents want to keep control of their educational system, or do they want the Federal Government dictating courses and careers? If Federal aid becomes entrenched, then Federal dictation will follow.

The News repeatedly has warned that, of all forms of Federal aid, that which can be used to control the minds of young people would be the most dangerous. It would be the death of freedom.

John McCone—Public Servant

EXTENSION OF REMARKS
OF

HON. CRAIG HOSMER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, February 12, 1962

Mr. HOSMER. Mr. Speaker, during the period before John McCone's confirmation as Director of the Central Intelligence Agency many unconscionable things were said about him by individuals who make a living by writing such things for pay. Some decent things were said, too, as illustrated by an editorial appearing in the Los Angeles Times which is reproduced below. Although Mr. McCone and I did not always see eye to eye on matters while he was Chairman of the Atomic Energy Commission, I gained a healthy respect for his wisdom, courage, ability, and effectiveness. As one American citizen, concerned that the Nation's intelligence activities be in competent hands, I am thankful that the President appointed Mr. McCone to his present post and that the other body, in its wisdom, decisively confirmed the appointment.

JOHN MCCONE, PUBLIC SERVANT

A frequent complaint heard around this Republic is that able men are reluctant to serve the Government, particularly if they had applied their ability at any time in their lives to making money.

John A. McCone's is a case in point, and the case history serves as a general answer to the complaint.

SET HIGH SHIP GOALS

McCone made his own way up the ladder to president of a shipbuilding corporation for which he set production goals nobody believed could be achieved. The result was 467 wartime ships worth a billion dollars. In his pursuit of private fortune McCone found time for public service as a director of Stanford Research Institute, a trustee of Cal-tech, a regent of Loyola University, an organizer of the Los Angeles World Affairs Council.

President Truman drew him into national affairs, although he is a Republican, by appointing him to the Air Policy Commission where he helped Thomas K. Finletter write the famous report, "Survival in the Air Age." He became Air Force Under Secretary under Finletter in 1950, and in that year, significantly, he recommended to President Truman that the embryo guided missile program be conducted by a man with full authority and control of funds to exercise "absolute power over the entire effort."

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He gave President Eisenhower the same advice after the first sputnik was orbited.

Although he resigned as Air Force Under Secretary in 1951, he was repeatedly called back to public duty: he inspected the Korean air front for Finletter and General Vandenberg in 1952; he served on the Wriston Committee organized to recommend improvement of the diplomatic service in 1954. Defense Secretary McElroy called on him for advice, and Chairman Strauss of the Atomic Energy Commission sought him for 4 years as a Commission member. In 1958 he consented to serve, and became AEC Chairman, resigning when President Kennedy came in.

But President Kennedy needed such public servants. The job sought the man: McCone consented last fall to become chief of the Central Intelligence Agency, one of the most difficult places in the Government.

One of his rewards for accepting this onerous post is a current series of attacks on his integrity as a public servant by the widely published columnist, Drew Pearson. The articles have been published on page 6 of this section of the Times. The motive of the Pearson crusade is obscure, but the treatment of McCone is sheerly vindictive. The technique is the smear: the charges are made but the answers are suppressed unless they serve the accuser's purpose.

Pearson based his columns on three congressional hearings, with quotations torn out of the context of several hundred pages of record. The first, in 1946, was an inquiry into shipbuilding profits while McCone was still president of the California Shipbuilding Corp. This was followed shortly by his summons to national service under President Truman. The second, about plane contracts, was held in 1953 while McCone was between public jobs, but he was recalled to service in 1954. The third, held in 1958, rehearsed older charges, and it was followed by McCone's unanimous confirmation by the Senate as a member of the AEC.

Three Presidents and the U.S. Senate could find no conflict between McCone's public service and the service he gave his private interests.

NO EFFECT ON SENATE

The Pearson charges will not have any effect on Senate confirmation of McCone to be CIA Chief, as Pearson concedes today while he continues to wield his tar brush.

But the crusade answers the question why many men of ability are reluctant to serve the Government. Some Pearson or group of Pearsons might be lying in wait for them. It takes a man of McCone's sureness and devotion to walk through the mud and keep his eye on the goal, which is to serve his country to the best of his high ability.

TVA Tributary Development

EXTENSION OF REMARKS
OF

HON. ESTES KEFAUVER

OF TENNESSEE

IN THE SENATE OF THE UNITED STATES

Monday, February 12, 1962

Mr. KEFAUVER. Mr. President, I ask unanimous consent that an editorial appearing in the Chattanooga Times of January 19, 1962, be printed in the Appendix of the RECORD.

This editorial, first, presents some revealing information about the tremendous sums to be returned to the Treasury from operations of the Tennessee Valley Authority in the coming fiscal year. It also represents a further edi-

torial endorsement of the new major step proposed by the TVA in the field of tributary development.

There being no objection, the editorial was ordered to be printed in the RECORD, as follows:

TVA AND BEECH RIVER

The Federal budget appropriation request for the Tennessee Valley Authority of \$35 million is down more than \$3 million from last year and is a little more than 8 percent of the total TVA budget. Fifty million dollars would come from the now-authorized bond self-financing program, the rest from current income and reserves.

On the other hand, \$48.5 million of the budget would go back to the U.S. Treasury—\$38.5 million in return on the appropriations invested in power facilities and \$10 million in reduction of the principal of such appropriations.

The proposed funds for 14 small dams on the Beech River in Henderson and Decatur Counties—part of a long-range development program—reflect increased emphasis on tributary work that is encouraging, though it will not satisfy some critics of present tributary policy.

The Beech River Watershed Development Authority would repay about \$2 million of the \$6 million cost of the program over a 40-year period, in what the TVA Board describes as "a new approach to the water resource portion" of tributary area development.

The \$2.5 million appropriation for this project asked by President Kennedy is necessary and important not only for the life-giving progress it itself will bring, but for its implications for the future on the smaller streams of the valley. Tributary development deserves, should and undoubtedly will have even more of the stress now being placed upon it by the Authority.

Ralph Budd: Railroad Builder, Rehabilitator, and Executive

EXTENSION OF REMARKS

OF

HON. DANIEL J. FLOOD

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Monday, February 12, 1962

Mr. FLOOD. Mr. Speaker, in the course of my studies of Panama Canal history, I have been increasingly impressed by the stature attained by distinguished graduates of that great school of construction experience, as illustrated by the brilliant career of the late Ralph Budd, former president of the Great Northern and Burlington railroads.

An early protege of John F. Stevens, known in history as the Basic Architect of the Panama Canal, Stevens and Budd, early in the latter's career, established a relationship that never lost its interest for either as long as they lived. Wherever the master architect and builder went the other eventually followed in some important capacity.

With respect to Budd's most spectacular achievement in constructing the Great Northern tunnel through the Cascade Mountains in Washington, this story has been only briefly told. Mrs. John F. Stevens, Jr., of Brooklyn, N.Y., who, through close association with her distinguished father-in-law, is well acquainted with what went on behind the

scenes, has supplied highly interesting information.

This—

Wrote Mrs. Stevens on February 2, 1962—

was the tunnel, outstanding still as a feat unexcelled in engineering history, designed by John F. Stevens with such accuracy and precision that the ends, coming together from opposite sides of the mountain through devious curves and grades, finally converged and came together, meeting with less than an inch between them.

It is also significant to record that when Budd launched the Burlington Zephyr in 1934, he invited his great mentor, John F. Stevens, to accompany him on its first run, which the elder man did with the enthusiasm of a youngster.

In order that the career of Ralph Budd, as told in the obituary news story published in the New York Times of February 3, 1962, may be permanently recorded in the annals of the Congress, I quote it as part of these remarks:

RALPH BUDD DIES, LED TWO RAILROADS—EX-HEAD OF GREAT NORTHERN AND BURLINGTON WAS 82

SANTA BARBARA, CALIF., February 2.—Ralph Budd, who served as president of both the Great Northern and Burlington Railroads and gained an international reputation as a builder and rehabilitator of railroads, died today at his home. He was 82 years old.

Survivors include his widow, Georgiana; two sons, Robert W. of Charlottesville, Va., and John M. of St. Paul, Minn., who is president of the Great Northern; a daughter, Mrs. Victor Hunt of Mexico City; three sisters, Helen and Beulah of Claremont, Calif., and Mrs. George W. Kahl of Oregon City, Oreg., and a brother, John W. of Des Moines.

HAD DRIVE OF LOCOMOTIVE

Mr. Budd, a bulky, exuberant man who spent a half century in railroad, approached his work with the drive of a locomotive churning through a tunnel.

As president of the Burlington, he foresaw the potential of the diesel engine and introduced the country's first diesel-powered streamliner. This was the Burlington Zephyr, a mile-a-minute passenger express with a stainless-steel body. It went into service between Kansas City, Mo., and Lincoln and Omaha, Nebr., in 1934.

When the airplane began to cut into the railroad passenger business after World War II, Mr. Budd made a new breakthrough in 1949 by introducing bubble-domed coaches. These were the Burlington's "Vista Dome" double-deck coaches that were put into service on the San Francisco run.

The Burlington was unable to compete in speed to the west coast with the Union Pacific, which had a shorter route. Instead of trying, Mr. Budd turned to the bubble-domed cars to win passengers on the chance of seeing the "breathtaking scenery" of the Burlington's route through the Colorado Rockies and the Feather River Canyon in California.

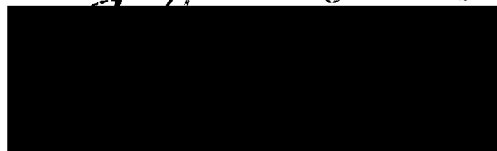
FETE INTRODUCED CARS

The coaches' introduction was tied into the 100th anniversary of the Burlington, known to railroaders as the "Q." For the occasion, Mr. Budd donned the stovepipe hat and velvet-collared Prince Albert coat of the old railroad presidents, glued on a black mustache and plunged into a reenactment of the granting of the road's 1849 charter for its first 12 miles of track.

Mr. Budd, a former Iowa farmboy, was trained as a civil engineer and began railroading in 1899 as a rodman on the Chicago Great Western, staking out curves ahead of a steel gang.

MEMORANDUM FOR: THE DIRECTOR

Attached is an extract from the CONGRESSIONAL RECORD of Monday, 12 February in which Representative Craig Hosmer inserted an editorial from the LOS ANGELES TIMES entitled "John McCone-Public Servant." Mr. Hosmer also made some very kind personal remarks. I will forward, later in the day, a suggested letter for you to send to Mr. Hosmer thanking him for his remarks.



Legislative Counsel
13 February 1962
(DATE)

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FORM NO. 101 REPLACES FORM 10-101
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